THE WEATHER FORECAST.
Fair and somewhat warmer to-day; to-morrow overcast; south winds.
Highest temperature yesterday, 70; lowest, 58.
Detailed weather, mail and marine reports on page 6.

The Sun.

IT SHINES FOR ALL

VOL. LXXXIV.—NO. 13. NEW YORK, WEDNESDAY, SEPTEMBER 13, 1916.— Copyright, 1916, by the Sun Printing and Publishing Association. ONE CENT In Greater New York, Jersey City and Newark. | Elsewhere TWO CENTS.

MAYOR PLANS STRIKE ARBITRATION; SHONTS REFUSES TO MEET DEMAND; MEN TALK OF BIG BOYCOTT ON CARS

Union Leaders Hope to Keep 500,000 Patrons Off Involved Lines.

SYMPATHETIC STRIKE CRISIS DUE ON MONDAY

United Hebrew Trades, With 200,000 Members, Pledge Assistance.

QUEENS-RICHMOND CARMEN ARE RESTIVE

Mass Meeting and "Silent" Parade Scheduled for To-morrow.

Car strike leaders in session at the Hotel Continental devoted their time yesterday to planning a general boycott against the subway, the elevated lines and the surface car lines.

Calling into their conference representatives of labor unions directly affiliated with the Central Federated Union and the Brooklyn Central Union or closely in sympathy with these organizations, they urged that the word be spread throughout the districts affected by the carmen's strike that union labor men and all persons in sympathy with union labor could lend effective aid by declining to ride in subway, elevated trains or surface cars.

They announced they met with satisfactory response and their estimate now is that they will be able to influence at least 500,000 persons daily from patronizing the transit lines.

The United Hebrew Trades, comprising 200,000 persons, sent to the conference their president, Max Pine, and other representatives who pledged support to the carmen even to the point of a general strike by the Hebrew Trades.

Pine notified Hugh Frayne, chairman of the conference, that the United Hebrew Trades are considering a plan to stop work for one day to signify their protest against the treatment accorded by the street railway companies to the carmen, and that an appeal will be made today to the members of the United Hebrew Trades to avoid patronizing the cars or trains.

Crisis to Be Reached on Monday.

There were no reports of sympathetic strikes and none was expected yesterday because it will require several days for the federated bodies and their affiliated unions to vote on the sympathetic strike recommendation. Probably by next Monday the conference will know where it stands, will have the figures covering the strike movement among trades connected with the transportation business in and around New York.

The estimate that 60,000 or 70,000 men will go on strike to help the carmen was scaled down a little more yesterday and it is now said that about 40,000 men in the longshoremen's, teamsters', engineers' firemen's and several other unions will walk out to help the carmen.

The conference sent agents to Queens and to Staten Island yesterday for the purpose of stirring up strikes in those boroughs. The labor leaders profess to have made progress, saying that the carmen in Queens and in Staten Island are dissatisfied and are on the verge of joining the strike. Nothing definite, however, was in evidence last night and there was no symptom of trouble in the Brooklyn Rapid Transit system, which all along has been a target for the agents of the Amalgamated Association of Street and Electric Railway Employees.

Mass Meeting and Big Parade.

The conference went ahead with preparations for a mass meeting in Union Square and for a parade of striking employees of the Interborough and of the surface car lines. The date of the meeting was advanced one day. Parade and speechmaking will be held to-morrow instead of to-day.

The parade will start from Park avenue and Eighty-sixth street and proceed through Fifty-ninth street to Madison avenue to Twenty-third street to Broadway and so to Union Square. The column will move at 11:30 A. M. and the meeting will be held at 1 P. M. William B Fitzgerald and other strike organizers will speak and perhaps Samuel Gompers. Mayor Mitchel granted a permit yesterday for the parade and meeting.

The strike leaders received cheering messages from councils of the various unions whose direct assistance is expected in a sympathetic strike. John F. Riley of the International Longshoremen said the Tidewater Boatmen's Union, which handles coal for the power houses, will refuse to handle any new supply of coal when the present supply at Fifty-ninth street and Eleventh avenue runs out, and the supply was estimated yesterday afternoon as being only enough to last twelve hours. There are 1,800 coal barge men in this union, and Riley said they will have the support of 35,000 organized longshoremen. The biennial convention of International Engineers in Newark yesterday adopted a resolution indorsing the strike of the carmen. Every effort to tie up the power houses has failed so far. The power plants were well guarded by police yesterday.

Building Trades Aid Sought.

Efforts are being made to bring the building trades into a sympathetic strike or to get them to threaten a walkout. Assistant Secretary Hanley of the United Board of Business Agents of these trades said that board will not meet until September 19, but that the various locals could vote to strike, if they desired, merely on the recommendation of the C. F. U. and of the A. F. of L.

Reports of the progress of the strike on the Interborough lines and on the surface lines indicated that the strikers have lost ground, if anything, but General Organizer Fitzgerald, after spending most of the day visiting various lines and attending meetings of strikers, an-

Continued on Second Page.

MORE CARS ARE RUN ON SUBWAY AND 'L'

Surface Lines Also Increase Service With Exception of Second Avenue.

More cars and trains were run yesterday than on Monday on all the transportation lines affected by the traction strike, with the exception of the Second avenue surface cars. In the periods of greatest strain, around 9 A. M. and 5 P. M., the subway operated more trains, and in the evening the elevated came to the rescue with a heavier schedule than on Monday. In spite of the increased traffic the confusion and discomfort above and below the ground are increasing.

The improvements noted yesterday were of small degree, especially as regards the surface lines. The Union Railway Company, in The Bronx, led in this class with twoscore or more additional cars.

At 9 A. M. yesterday there were 117 trains going in the subway, as compared with 98 on Monday. At 1 P. M. the subway had 85 trains, as compared with 87 on Monday. At 5 P. M. there were 128, as compared with 124 the day before. At 7 P. M. there were 116 trains, against 98 on Monday.

Elevated Lines Improve.

On the elevated lines improvement was not made until the afternoon. There were 214 trains at 9 A. M., as against 245 on Monday, 128 at 1 P. M., as compared with 116 on Monday. At 5 P. M. 218 trains were operated, as compared with 185, and at 7 P. M. 199, as compared with 176.

The New York Railways Company operated 278 green cars at 4 P. M. yesterday, which meant a small increase over previous figures. Between 7 and 8 P. M. all the surface cars of Manhattan and The Bronx were sent to the barns.

The Third avenue lines had only seventy-four cars going at the west period of the day, 5 P. M., which was one more than the high point on Monday. But throughout the day there were fifteen or twenty more cars going than on Monday. The Grand street, the post office and Brooklyn, the Avenue B, east and west Belts, Broadway and Fort Lee Ferry routes were not used yesterday at all. The officials bent their efforts toward keeping the Third and Amsterdam avenue line in motion. The Manhattan Bridge line had four cars yesterday, where there was none on Monday.

The Forty-second street crosstown showed an improvement of three or four cars, the Tenth avenue line of a few. The Fifty-ninth street crosstown line had from nine to eleven cars going yesterday, as compared to five or six on Monday.

Second Avenue Picks Up.

The Second avenue line ran from eighteen to twenty-three cars out of fifty-five. The sixty cars of the First avenue line have not been taken out this week.

It looked yesterday afternoon as though the Union Railways Company was making better progress than the other surface lines which have been attacked by the unions. At 8 A. M. sixty-four cars were in operation, as compared with thirty-nine on the previous day. The number was increased until the company had eighty-eight out of 252 cars on the move. Six minor lines in The Bronx remain idle.

William B. Fitzgerald, general strike organizer of the street car men, arrived in Yonkers yesterday afternoon with James H. Vahey and Louis Pridiger, their lawyers. It was Fitzgerald's first visit to the city since July 23, when was three days after he had called the Westchester trolleymen out, and so started the general strike which spread that week to the surface lines of Manhattan and The Bronx.

"As we came up from Manhattan we saw some trolleys moving," he told the Yonkers men. "Not many, but some. The further north we got the fewer they were until, when we reached Yonkers, there was none at all."

ANOTHER SUBMARINE COMING.

Will Start From Bremen for U. S. This Month.

BERLIN, via London, Sept. 12.—Reports from Bremen say that another merchant submarine is expected to leave that port for the United States at the end of September. None of the projected sister ships to the Deutschland and Bremen, however, has been completed yet, according to a statement by Philip Heineken, one of the directors of the Ocean Navigation Company, owners of the Deutschland.

Asked when the Bremen was expected to arrive in America, Director Heineken said: "Only the gods know," and refused to discuss the matter further.

FAIRBANKS ILL ON PLATFORM.

Stops Speaking for Fifteen Minutes Until He Recovers.

OKLAHOMA CITY, Okla., Sept. 12.—Charles W. Fairbanks, Republican Vice-Presidential candidate, suffered an attack of indigestion to-night while addressing a large audience at the Auditorium. For a time it was thought he had been stricken with a serious illness.

He was compelled to quit speaking for fifteen minutes, and during the interval many people left the building. After his recovery in an afternoon Mr. Fairbanks finished his speech.

GET RECORD POWDER ORDER.

Du Pont Company to Make 50,000,000 to 150,000,000 Pounds.

WILMINGTON, Del., Sept. 12.—Announcement was made by the E. I. du Pont de Nemours Company to-day that contracts had been closed in New York for large amounts of smokeless powder.

The officials of the company refused to give figures or say whom the powder is for. It is understood, however, that they are the largest contracts received by the company for some months, totalling from 50,000,000 to 150,000,000 pounds, probably for the Allies.

RUNAWAY TROLLEY KILLS 2; INJURES 12

Car Operated by Green Motorman, Strike Breaker, Hits Jitneys in Bronx.

A runaway trolley car manned by two strike breakers of the Union Railways Company dashed down the Boston Post road yesterday morning, jumped the tracks at the Tremont avenue curve and smashed two jitney automobiles. Two men were killed. Twelve were badly hurt, including Policeman William Scheer, who was doing strike duty on the car.

The motorman, Louis Isaacs, says his air brake did not work. Coroner Flynn held him in $5,000 bail on a homicide charge pending the inquest, and the conductor, Richard Sheridan, in $500 bail as a witness.

The Coroner began at once a preliminary investigation intended primarily to show how strike breakers are hired and tested as to their ability to run cars. He found out from witnesses that the answering of two or three simple questions orally, without a trial in actual operation, is sometimes enough. The Coroner says that at the scene of the accident he pointed to the handbrake of the trolley car that raced down the Boston Post road and asked Isaacs what it was for and that Isaacs replied: "I dunno."

The Dead.

DUELFER, John, 42, laborer, Barclay avenue, Throg's Neck.
THOMAS, Loren, 45, driver, 1234 Taylor avenue.

The Injured.

BENTZ, Henry, 2915 Eastern Boulevard; internal injuries.
JACKS, William, 2920 Myer street; internal injuries.
KRANTZ, William, 2324 Westchester avenue.
KRATZ, Frank, Devoe avenue, between Walker avenue and 177th street.
MCNAMEE, William, 2137 Newbold avenue; fractured skull.
MNAMEE, William, Jr., 2137 Newbold avenue.
MOTTEN, Richard, 2122 Glebe avenue; internal injuries.
M'VEY, 1936 Westchester avenue; internal injuries.
SCHEER, William, 171 Moffett street, Brooklyn, patrolman 140th precinct; three ribs broken and many bruises.
SCHILLING, Charles, 2049 Houghton avenue; fractured skull.
SCHILLING, Fred, 2049 Houghton avenue.
TIETJEN, William, 1127 Walker avenue.

All the injured were taken to Fordham Hospital.

Traction Manager Explains.

Conceding that the air brake was at fault, E. A. Maher, Jr., general manager of the Union Railway lines, which are part of the Third Avenue system, said last night:

"I have given the police evidence that eight or nine strikers were gathered in front of the car barns at 175th street and Boston Post road when this car was taken out at 6 o'clock this morning, a few minutes before the accident. They surrounded the car and had opportunity to pull the switch above the rear platform, which makes it impossible for the air compressor to work. I believe that is what happened.

"I am informed that Isaacs worked for us as a motorman eight or nine days in the strike of July and August, and that he is a competent man. The inspector, Charles Aulitta, who examined the car before it left the barn and found the switch and air brake as they should be, is a regular employee, not a strike breaker. The accident was due to the failure of the brake to work. I believe it had been tampered with."

No Passengers on Runaway.

There were no passengers on the runaway car. It had gone only a short distance from the barn when it reached the hill on the Boston Post road, the summit of which is at 174th street. Isaacs says he moved the air brake controller and got no response. As the car gathered speed he shouted to the conductor, "Yank the pole off the trolley." Conductor Sheridan tried it, but the car was swaying too much. Rounding the curve into Tremont avenue it leaped from the tracks.

Besides the curb, in the path of the car was a small automobile rigged as an open bus in which were seated twelve employees of the Church E. Gates Company, lumber dealers. They had been gathered from their homes because of the strike and taken to the lumber yard by the company. Near this bus was a larger automobile operated as a jitney by Julius Grossman of 1523 St. Lawrence avenue.

Butting and wrecking the rear of Grossman's machine without hurting Grossman, the trolley car struck the bus amidships, smashing it. The car snapped off a fire hydrant and ended its stampede against a telegraph pole. The employees of Church E. Gates Company were flung in all directions.

One Victim Pinned Under Car.

Duelfer was killed instantly. Thomas was under a wheel of the trolley car, which had to be jacked up for his release. He died while being taken to the hospital.

Of a dozen strike breakers subpenaed by the Coroner a majority admitted that they were not expert motormen, although all had worked as strike breakers before. When Attorney Joseph Donahue, representing the Union Railways Company, said the Coroner had no right to question the men as to their ability Mr. Flynn replied:

"Then are we to have ten more fatal accidents like this one before we are allowed to inquire if these men are capable?"

Andrew Condego, a strike breaker, said he was a truck driver.

"How did you come to be a motorman?" the Coroner asked.

"Well, I thought for about a year I could run a car."

Several strike breakers said that before cars were given them to run by the Union Railways Company they were questioned by Albert Reickard, an inspector at the barns. Reickard on the stand said he got his training in the claim agent's department.

The hearing will go on at 2 o'clock this afternoon. Thus far no high officer of the company has been subpenaed.

Public Service Commission Inquiry Fails to Blame Either Side.

IMPARTIAL CHAIRMAN IS URGED FOR PEACE

President of Interboro Says Company Will Back Loyal Men.

AGREEMENT OF AUG. 7 STILL HELD IN FORCE

Resolution Would Require 15 Days Training for Motormen.

Mayor Mitchel and the Public Service Commission in a further effort to make peace between the transportation companies and the labor unions appealed to both sides last night to end the strike and submit to arbitration the questions as to whether the Interborough "master and servant" contracts were a breach of the peace pact of August 7 and whether the Interborough used fraud, misrepresentation or coercion in securing individual contracts.

The Mayor and Chairman Straus sedulously avoid attaching blame to either side for present conditions. They suggest that an impartial chairman be named for arbitrators representing each side.

Theodore P. Shonts, president of the Interborough Rapid Transit Company, gave out a statement late last night announcing that his company had decided definitely not to arbitrate the strike, and would in every case stick by all their loyal employees who keep the cars of the city operating. The statement practically refused to consider any of the propositions put forward by the Mayor and Public Service Commission.

This action, not unexpected, followed a long conference between Mr. Shonts, General Manager Frank Hedley, John B. Stanchfield, De Lancey Nicoll and James L. Quackenbush, attorney for the Interborough, at the Hotel Belmont.

William B. Fitzgerald, strike leader, announced last night he will withhold his statement on the union's attitude until the Public Service Commission hearing this morning. This course is dictated by courtesy to the officials, he explained. He and Louis Pridiger, his counsel, and John H. Vahey, counsel to the Amalgamated, will be present at 11 o'clock.

Although the subway, elevated and surface car lines slightly improved their schedules, there was more disorder and violence yesterday than on any preceding day.

Two persons were killed and twelve were injured when an inexperienced motorman lost control of his runaway car and it crashed into two jitney buses at Boston road and Tremont avenue in The Bronx after jumping the track.

Elsewhere in the city ten persons were hurt in small accidents and riots and the police reported twenty-five arrests. Chief Inspector Schmittberger cautioned the force to use increased watchfulness.

The strike leaders in conference at the Hotel Continental while awaiting the outcome of the sympathetic strike call sought to organize a general boycott against the lines. There were no sympathy strikes yesterday.

A resolution was offered to the Board of Aldermen by Edward V. Gilmore which would prohibit any person working as a motorman or conductor who has not had fifteen days training. The resolution will be buried in committee.

The Second Avenue line, the "blue car" line, was considering the feasibility yesterday of applying to the Supreme Court for an injunction to prevent interference with its business. The receiver stated that violence or intimidation will necessitate a call upon the courts for protection.

PEACE PLAN IS OFFERED.

Mayor and P. S. C. Make Recommendations in Strike Report.

Mayor Mitchel and the Public Service Commission attempted yesterday to relieve the chaos in the traction situation. They recommended that:

The strike be called off immediately.

The condition of affairs that existed before the break in negotiations be restored.

Arbitration be used to determine whether the Interborough individual working contracts—the rock on which the union and the employers split—constitute a breach of the peace pact of August 7.

The same means be employed to determine whether the Interborough obtained signatures to these contracts by fraud, misrepresentation, coercion or intimidation.

These recommendations were based on the assumption that the agreement between the employees and the roads, underwritten by Mayor Mitchel and Oscar Straus, chairman of the commission, still is in force. There has been a violation

FRENCH SMASH SOMME LINE IN FURIOUS FIGHT

Take Trenches on 3 3-4 Mile Front in Fierce Half Hour Battle.

TROOPS SWEEP ON TO BAPAUME ROAD

Greatest Single Gain of Struggle in North Result of Dash.

COMMUNICATIONS OF GERMANS IN DANGER

Allies Now on Road Which Served Invaders Over Wide Area.

PARIS, Sept. 12.—Great gains were made to-day by the French troops on the Somme front. In one of the sharpest and shortest attacks yet recorded in the story of the long battle they took all the German first line trenches on a front of three and three-quarter miles from a point south of Combles to the river. Pressing on, they took Hill 145, Marrieres Wood and the whole system of enemy trenches as far as the road from Peronne to Bapaume.

The German positions at Combles and Peronne are now threatened by Gen. Foch's troops.

The attack was so well prepared and was delivered with such elan that the phase of the attack which resulted in the capture of the first line trenches was over in a half hour, lasting only from 12:30 until 1.

This done the troops swept on. They took Hill 145 and the Marrieres wood. Then they bore down upon the Peronne-Bapaume-Bethune road, and when they reached touched the highway from the outskirts of Rancourt to a point south of Bouchavesnes, a distance of a mile and a quarter.

Beyond Clery they pushed on to Hill 78, an advance of about half a mile.

Road of Great Value.

From Combles a road runs straight through Le Forest to Clery, its direction south and a little east. Rancourt is about two miles almost due east of Combles. From Rancourt a road runs almost due south through Bouchavesnes to Peronne. It is the highway referred to in the official French communication as the Peronne-Bethune road. Incidentally it runs through Bapaume and Arras on the way north to Bethune, and it has been of great value to the Germans as a means of communication all along their front.

The two roads are almost parallel, one and seven-eighths miles apart. Combles, Rancourt, Feuillaucourt and Clery are the four sides of an oblong, three and three-quarters miles on its north to south sides and one and seven-eighths miles on its east and west boundaries. Bouchavesnes is half way between Rancourt and Feuillaucourt on the eastern side of this parallelogram.

French Line Advanced.

This morning the French line ran from the outskirts of Combles through Le Forest Hospital farm, Marrieres Wood and the eastern outskirts of Clery. To-night it runs from the outskirts of Combles east by a little south to the road just outside Rancourt, follows the road for one and a quarter miles to the southern outskirts of Bouchavesnes and then recedes to a point half way between Clery and Feuillaucourt. Of the oblong described, the Germans retain only a thin slice along the north side and a tiny wedge in the southeast corner.

Peronne is flanked to the north. Combles is cut off from Peronne except by circuitous routes far behind the German lines.

The gain is one of the greatest in area made in a single day since the battle began. It vastly improves the Allies' position, for where their line traced a sharply pointed wedge a few weeks back has by successive gains been made to outline the head of a sledge.

To-day 1,500 prisoners, including many officers, had been counted up to the time the despatch from the field was filed, and the work of enumeration was not complete.

Guns Active South of River.

South of the Somme there was considerable artillery firing to-night, but no infantry action. Earlier in the day, the French report, they repulsed easily a foe in the Biony cemetery in a minor action. German attack east of Belloy-en-Santerre. They also took a trench south. French airmen bombarded the military establishments at Lemoncourt, the railroad station at Metz-Sablons and military factories at Dillingen.

The British repulsed night attacks between Delville Wood and Mouquet farm and artillery activity is reported south of the Ancre brook. The situation in this sector remains unchanged. The German official report says a British attempt to gain ground near Foureaux Wood (High Wood) and Leuze Wood by grenade fighting was fruitless.

British heavy artillery started two fires in the German ammunition depot at Grandcourt, which is at the extreme north of the Somme front and well within the German lines.

The German official report received here to-day finally admits the loss of Guinchy, which has been in the hands of the British since Sunday.

CZAR MAKES GAINS.

Kapul Mountain and 913 Prisoners Are Taken—Berlin Denial.

LONDON, Sept. 12.—Russian forces continue to advance in the Carpathians, it was announced officially by Petrograd to-day. Kapul Mountain in the wooded Carpathians was captured.

First a ridge to the north was stormed

Continued on Third Page.

CROWN PRINCE RUPPRECHT of Bavaria, in the top photograph, is now in command of all the German armies on the Somme front. At the bottom is Duke Albrecht of Wuerttemberg, who is in command of the sector north of the Somme. The German Crown Prince, shown in the centre, retains his Verdun command.

THREE PRINCES IN COMMAND IN WEST

Rearrangement by Hindenburg Leaves Crown Prince on Verdun Front.

BERLIN, Sept. 11, via London, Sept. 12.—The official army headquarters report to-day reveals a general rearrangement of commands brought about by the appointment of Field Marshal von Hindenburg as Chief of Staff. The new order divides the western front into three sectors and assigns to them three princely commanders, who, regardless of reasons of policy which dictated their appointments to command of armies at the beginning of the war, have won their spurs by the successful conduct of operations.

Crown Prince Rupprecht of Bavaria has assumed the overcommand of all the German armies on the Somme front, with general direction of operations against the Anglo-French offensive, making possible the distribution of reserves and the employment of all the means of war to the best advantage under a unified plan.

Crown Prince Rupprecht was the victor in the battle in Lorraine which repulsed the French invasion of Germany in 1914.

Duke Albrecht, prospective heir to the kingdom of Wuerttemberg, who is in command of the northern sector, inflicted the first defeat on the French in the offensive that was begun when the Germans swept through Belgium.

The German Crown Prince has the overcommand in the Verdun (southern) sector.

PEARL BUTTONS FEW—WHY!

It's the War—Guess Again: High Water in the Mississippi.

Now comes a pearl button famine to afflict the public. At the convention of the Button Manufacturers Association of America yesterday at the Waldorf-Astoria it was said that prices had gone up from 200 to 300 per cent., according to the quality of the shells from which the buttons are made.

But the scarcity may not be laid entirely to the war as in the case of most shortages in materials and manufactured products. The button makers explained that the high water in the Mississippi and other streams from which mussels are taken was responsible. The catch has been exceptionally small this year.

All the manufacturers of domestic or fresh water pearl buttons in the United States were represented at the convention at the Waldorf. Muscatine, Ia., the centre of the industry, had the largest representation.

APPEAL IN ENO WILL CASE.

Notice Is Filed by the Attorney for the Executors.

Notice of appeal in the Amos F. Eno will case was filed yesterday with Daniel J. Dowdney, chief clerk of the Surrogate's Court, by Henry De Forest Baldwin, attorney for Lucius H. Beers and William Mitchell, the executors named in the will.

The last will of Eno bequeathed his residuary estate of more than $4,000,000 to Columbia University. A jury last July declared the will invalid, supporting the claims of the contestants that Eno did not have a realization of the amount of money he was worth and was not mentally competent at the time the will was drawn to dispose of his property.

Among the contestants were William P. Eno, Mrs. Antoinette E. Wood, Mary E. Pinchot, Gifford Pinchot, Amos R. E. Pinchot, Prof. Henry Lane Eno and Lady Antoinette Graves. The executors maintained that Eno devised his property while under no restraint or undue influence and that he was mentally sound.

Hill Had $40,000,000 in Minn.

ST. PAUL, Minn., Sept. 12.—A preliminary inventory of the estate of the late James J. Hill, obtained by the Probate Court here, shows Minnesota holdings approximating $40,000,000, it was said to-day, on which about $1,250,000 inheritance tax would be paid to this State.

POLICE HOLD BARBER AS NICHOLS SLAYER

Arthur Waltonen Arrested in Ironwood, Mich., Said to Have Confessed.

SCAR LEADS TO CAPTURE

N. Y. Detective as Hobo Followed Suspect—Aged Widow Slain for Jewels.

IRONWOOD, Mich., Sept. 12.—Arthur Waltonen, alias Walton, alias John Lind, a barber, was arrested here to-day by New York detectives and charged with complicity in the murder of Mrs. Elizabeth Griggs Nichols, a widow, in her home, 4 East Seventy-ninth street, Manhattan, on the night of September 7, 1915.

The police say that Waltonen confessed that he and three other men entered Mrs. Nichols's house with the connivance of Omni Talas, one of her servants, strangled the widow and robbed her of much money and jewelry. The detectives expect to start East with their prisoner to-morrow.

Waltonen's arrest was accomplished in this manner: Several weeks ago a man from Waukegan, Ill., was being shaved by Waltonen. This man had been much interested in the Nichols murder and remembered the description which had been sent broadcast after the crime.

Scar Leads to Arrest.

He remembered that a peculiar scar on the index finger was one of the distinguishing marks of the suspect. Consequently when he noticed such a mark on the finger that held the razor in Waltonen's hand he began to take further notice. The more he studied the barber the more he was convinced.

Having been shaved this man went to Dr. A. H. Anderson of this place and told him of his suspicions. The physician, with Harry Bay, an attorney, sent a letter to John Fogarty in New York, with the result that a small advertisement was inserted in a Chicago newspaper acknowledging receipt of the same.

Subsequent correspondence brought representatives of the New York police force to Ironwood and the arrest followed.

A message was received last night at police headquarters from Detectives John J. Fogarty and Enright of the third branch to the effect that they had arrested Waltonen in the small Michigan town and that he had admitted his identity. The arrest caused much satisfaction among the superior officers.

Mrs. Nichols was the widow of James E. Nichols, who founded Austin, Nichols & Co. of this city. She was surprised in her home by three masked men, who aided by a servant attacked her and stripped $10,000 worth of rings from her fingers after she was dead.

Suspicion was directed to the servant, Talas, and he was convicted of murder in the first degree. He was started for the electric chair, but his sentence was commuted last month to life imprisonment upon a plea by Police Commissioner Wood.

A nationwide search was begun for Waltonen. Detectives found that he came to this country from Finland on June 8, 1910; that he had worked as a second butler for Mrs. Nichols and that he retired from the job in favor of Talas. Detective Edward Lennon visited Ellis Island and learned that Waltonen had joined a band of hoboes who had started for the West. Lennon became a hobo, too, and tramped to Buffalo, Cleveland and to Ashtabula, Ohio, at which place the trail was lost.

The Fatal Scar.

Then he returned to New York and got another lead that took him to Fitchburg, Mass. There he discovered that Waltonen, while working in a saw factory, had suffered the loss of a finger on his right hand and had gone West. Lennon again took another trip that wound up in Canada.

Not long ago Detective Fogarty was asked by the Rev. John E. Lillibach, a Finnish clergyman living at 830 Eighth avenue, Brooklyn, for a picture of the missing barber. This picture was produced in a Finnish paper published in Fitchburg and good citizens were asked to notify the police if they saw Waltonen.

As a result of this an anonymous letter was received by Fogarty asking the police to advertise in the Chicago *Tribune* a reward for information leading to the capture of Waltonen. Such an advertisement was inserted on August 19, and on September 7 a letter was received containing the information that a man answering the description of the fugitive in every particular excepting that his injury was on his left hand instead of his right was working for Barber Walter Point at Ironwood.

The detectives left the city for Ironwood, found Waltonen at work in the barber shop and placed him under arrest.

Acting Captain Jones, under whose direction the detectives have been working, said last night that Waltonen was the principal in the commission of the murder. He did all the planning for the crime, he said, and directed its execution.

Edward Leahto is still wanted by the police in connection with the tragedy.

PREDICTS HINDENBURG'S PLAN.

London "Times'" Military Correspondent Sees Danger for Rumania

LONDON, Sept. 13—3:08 A. M.—Col. Repington, the *Times's* military correspondent, discusses the probable strategy of Field Marshal von Hindenburg, the new German chief of staff, under the heading "Rumania's Danger."

The writer expresses the belief that the German leader will adopt a defensive policy in the west and gather an important army for an attack on Rumania in an effort to repeat Germany's performance against Serbia.

"We Allies," says the correspondent, "must in this case come to the aid of Rumania with all our might. This does not mean that we should allow our strategy to be deflected, but rather that the settled plan of the Allies should be pursued with increasing energy and determination. To fly about the world to any point where Von Hindenburg is beyond us is an act of folly. The best means of helping Rumania is by continuing on all fronts our general attack with increasing means and increasing obstinacy."

MILK DISTRIBUTERS TO HIT PUBLIC AGAIN

New Contracts With Farmers on Oct. 1 to Be Basis of Higher Prices.

J. J. DILLON IS OPTIMISTIC

State Commissioner of Foods and Markets Cheers Up Consumers.

Farmers are going to get more for their milk from the big distributing companies under contracts that will be entered into on October 1 for the following six months. As the distributers who foot the wholesale bills and sell at retail are not philanthropists the increased price will be borne ultimately by the consumers. This fact was admitted yesterday by at least one big distributer. It couldn't work otherwise, he said.

Just what changes will be made in retail prices of the different grades of milk after the wholesale price goes up could not be learned yesterday, but it is a foregone conclusion that advances will be made to cover the increased prices to the wholesaler. It is not at all unlikely that the housewife will be obliged to pay another cent a quart for her family supply.

Farmers, banded together as the State Dairymen's League, are demanding a raise of nearly one cent a quart for their supply, and they want the distributers to do business with them through State Commissioner John J. Dillon of the Department of Foods and Markets as their selling agent.

Plan to Do Business Direct.

The distributers have cut the commissioner out of their calculations and are going to do business direct with the farmers themselves. They will make their offers at their various country milk stations on Friday and the producers will be invited then and there to sign contracts covering the next six months. The farmer will not get the increased price that he has asked for, but the distributers believe he will be satisfied with the fraction of a cent a quart advance that will be offered to him.

Benjamin S. Halsey, vice-president of the Sheffield Farms-Slawson-Decker Company, said yesterday it was recognized that the high cost of everything has increased the cost of producing milk, just as it has increased the cost of delivering milk.

Commissioner Dillon was optimistic over the outlook for the farmer, who, he says, has long been underpaid for his product. He declares the big milk distributers have been having all the advantage in the past and that the farmer and the consumer haven't been getting a square deal.

One Company Yields to Farmers.

Mr. Dillon said he learned yesterday that one of the big distributing companies in this city has promised to pay at one place in Dutchess county the prices demanded by the farmers. He added that he considered this very encouraging.

The Commissioner said the milk companies have no more right than the farmers have to fix milk prices. He believes the State should have supervision over the distribution of milk and thinks that the big dealers should not have control of the pasteurizing plants and over transit arrangements, as he says they have, to the detriment of the small independent dealer.

BOY DIES RESCUING SISTER.

David Schwartz, 8, Is Crushed by Automobile.

Trying to save his little sister from being run over by an automobile yesterday in Essex street David Schwartz, 8 years old, was knocked down and killed by the machine. Frank Vespe, the chauffeur, of 224 East Twenty-first street, was arrested on a charge of homicide.

David and his sister Miriam left their home at 180 Orchard street to look at "jitney" buses at Essex and Rivington streets. As they were crossing Essex street Vespe drove up in a heavy touring car. Miriam became confused and ran directly in front of the car. David ran after her. The girl cleared the wheels, but David was too late.

Vespe was arraigned before Coroner Hellenstein, who paroled him until to-day to furnish $500 bond for his appearance at the inquest.

STEEL SOARS TO NEW RECORD.

Common Goes to 105¾—Net Gain of ⅝ for Day.

United States Steel common yesterday went through what is now its almost daily performance of achieving a new high record price. By way of adding novelty to its spectacular behavior the opening transactions in the stock registered a new high at 105¼ and 105⅜. The stock subsequently rose to 105¾, followed by a moderate reaction under heavy realizing sales. The net gain for the day was ⅝.

The Stock Exchange session made a record for itself by being the twelfth million share day as well as recording new high records for minor steel stocks.

SUNDAY GIVES AWAY $6,000.

"Billy" Uses Offering for Old Clergymen's Home in Ocean Grove.

OCEAN GROVE, N. J., Sept. 12.—"Billy" Sunday, who recently conducted a ten day religious campaign here, did not take away the $6,000 thank offering given him, but contributed it toward a home for dependent clergymen.

His action was not generally known until to-day, when the Rev. George Drew of the Third Baptist Church related the circumstances. Sunday bought the $6,000 property at 76 Lake avenue from Dr. Drew and had it deeded to the Rev. Elijah P. Brown, who was the evangelist's mentor years ago. The property will be the site for the new home.

FIRST CONCRETE SHIP TRIED.

Strange Craft Like Huge Barge; Believed to Be Safe.

CHRISTIANIA, via London, Sept. 13 (Wednesday).—A new type of ship has arrived here from the shipyards of Christianafjord. The ship, which resembles a huge barge, is constructed entirely of concrete, except for the ribs, which are steel, and is the first stone vessel ever floated.

It is said that the hull will resist damage better than steel or wood and that the ship is therefore safer.